

COURT OF INQUIRY NAMED.

TO MEET ON FRIDAY TO INVESTIGATE
THE DOCK NO. 2 ACCIDENT.

DAMAGE TO THE STRUCTURE NOT SO GREAT AS
SUPPOSED AT FIRST—THE ERICSSON,
HOWEVER, IS BADLY INJURED.

Washington, Aug. 11.—Acting-Secretary McAdoo has ordered a court of inquiry to meet next Friday at 1 o'clock at the Brooklyn Navy Yard, to investigate and report upon the accident to the drydock last Saturday. The court will be composed of Captain Albert Kautz, commanding the Wabash at the Boston

Navy Yard; Commander Edwin Longnecker, on duty at the League Island Navy Yard; Civil Engineer George McKay, on duty at the Port Royal Naval station, with Lieutenant George Barnett, on duty on the receiving ship Vermont, as judge-advocate. This action was taken upon the suggestion of Commodore Seward, commandant of the Navy Yard.

Commodore Sigsbee's official report on the Yard accident estimates the total damage at between \$14,000 and \$23,000, instead of the quarter million loss estimated unofficially. Sigsbee, however, confesses that much of the damage may be still under the water, where it is not easily calculated.

to Drydock No. 2, in the Navy Yard on Saturday night, turns out on investigation to be larger in some places and less in others than was at first estimated. It was learned yesterday that the Ericsson had, in addition to a badly crumpled bow, which presents a good imitation of a piece of accordion pleating, several other places of distortion, stained, and beyond

the fact that her engines were not thrown out of line, she was a badly damaged boat. Her engines were turned over yesterday, and worked all right, and she will be floated into the stone dock within a day or two, and repairs begun.

yard yesterday in response to a telegraphic summons from Commodore Sicard, the commandant, and will remain at the yard until after the investigation is over. The Chapman derrick Hustler, which was engaged to lift the sunken caisson, left the yard last evening, and the divers were at work repairing the

break in the outer wall of the gate. The hole, which it is believed was made by the Erickson, is about eight and a half feet long, and extends through three strakes of the plating, each strake being about three feet wide. The hole was so large that the diver entered the caisson through it, instead of through the well in the top. This hole will be patched by placing

